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CENTRAL INTELLIGENCE AGENCY

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SOURCE EVALUATIONS ARE DEFINITIVE

Freight Traffic

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1. In March 1955, approximately five or six freight trains, usually composed of ten to fifteen cars, passed through Ch'ongjin daily.¹ Southbound trains were usually loaded with either coal, cement, or lumber; Northbound trains usually carried either bags of rice or cement. Many cars on northbound trains were empty.² The cargo going south was usually protected by a canvas covering; that going north was sometimes covered by canvas stamped "The Food Administration Bureau of the Government." Some of the freight cars were accompanied by unarmed guards.³
2. Three types of freight cars were at the Ch'ongjin (N 41-47, E 129-48) (EB665262) and Wonsan (N 39-10, E 127-26) (CU6536) railroad stations. The loading capacity of each type indicated on the cars was 28 tons, 30 tons, and 33 tons respectively.⁴ Boxcars having a capacity of 30 tons were the most numerous. New freight cars had four wheels⁵ about the same size as those on the old Japanese-made cars.
3. Most of the locomotives in operation between Ch'ongjin and Wonsan were of Chinese and Czechoslovak make, although some rather obsolete Japanese-made locomotives were also in use. A Polish-made locomotive similar to those made in China was at the Ch'ongjin station.⁶ An apparently new crane of unknown make was in operation in the vicinity of the railroad workshop (EB664265) near the marshaling yards of the Ch'ongjin station. The crane, run by three operators, was mounted on a railroad car and was engaged in loading a freight car with scrap iron.

Passenger Traffic

4. Both express and local trains were used by military personnel and civilians. Express trains consisted of a steam locomotive, a baggage car, a sleeping car, a dining car, a second-class car, two cars for military personnel including Secret Service personnel, and two cars for civilians. Third-class passenger cars, put into operation in late March 1955, were utilized by

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military personnel up to and including the rank of lieutenant colonel; those above lieutenant-colonel rode in second-class cars. The passenger capacity of each car was fixed at 80 men.

5. The Ch'ongjin-P'yongyang limited express was about half-full when it left Ch'ongjin and usually completely full when it arrived in Tanch'on-up (N 40-27, E 128-54) (DV9277) or Pukch'ong (N 40-14, E 128-18) (DV4053). At Kowon station (N 39-26, E 127-15) (CU4966), many passengers changed trains for Wonsan. The majority of the civilians on the train were peddlers. Both men and women passengers wore white Korean clothing, the men with sack coats. Many public officials carried leather brief cases or handbags and wore black or dark blue western-style suits; the Lenin cap was the most usual headgear. North Korean Army passengers were armed with Tokarev pistols.
6. The Ch'ongjin commuters' train, composed of a small steam engine and Chinese-made passenger cars, made three round trips daily around a loop line. The stations on the loop line were Ch'ongjin, Ohwang (EB49248),⁸ Schwang (EB626238), Nanam (N 41-43, E 129-42) (EB5818), Kangdok (N 41-46, E 129-44) (EB605239), Susong (N 41-50, E 129-44) (EB6131), Panjuk-tong (N 41-49, E 129-47) (EB646285), Ch'ongjin. The first trip started from Ch'ongjin at 6 a.m. and returned at 8 a.m.; the second and third trains left Ch'ongjin at 12 noon and 6 p.m.⁹ respectively. All the stations on the loop line were serviced by the commuter train on the 6 a.m. and the 6 p.m. runs; the 12 noon train did not stop at Nanam. Passengers on the train were mostly students, railroad men, public officials, laborers, and peddlers.

Guards

7. Two or three guards were on duty near the railroad crossing at the Ch'ongjin station. The headquarters of the railroad security office, responsible for checking railroad employees, was about 50 meters in front of the Ch'ongjin station. The substation of the national police responsible for checking civilians was also in front of the Ch'ongjin station. In the railroad cars were stationed railroad security officers; military police; and security police, who were civilians. Military personnel of the Communist Chinese Forces (CCF) were also employed as guards on trains in areas where CCF were stationed.¹⁰

Express Trains to Additional Cities

8. The Sinuiju (N 40-06, E 124-24) (XE1939) - Kaesong (N 37-58, E 126-33) (EB8505) limited express train left P'yongyang daily at 8:30 a.m.; the Kaesong-Sinuiju express train left P'yongyang daily at 1 p.m.¹¹ As of March 1955, direct train service between Ch'ongjin and Wonsan, and between Wonsan and Pokkye (N 38-26, E 127-16) (CT4955), was pending. Train schedules were subject to amendment, effective 1 April 1955.

Railroad Bridges

9. A railroad bridge, undamaged by the war and about 10 meters above the water, was in use at EB620235 near the Songp'yong bridge. Between Ch'ongjin and Nanam railroad stations, three rail bridges with concrete

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piers were at KB636245, KB628244, and KB655252.

1. Comment. The destination of the freight cars could not be determined.

2. Comment. in December 1954 many trains passed through Ch'ongjin carrying coal, firewood, wood for house construction, and railroad ties.

Comments

4. Presumably the difference in the three types of freight cars was in the loading capacities.

Comments

5. Four-wheeled freight cars were used on narrow-gauge railroads.

7. Probably Ministry of Internal Affairs (MIA) personnel is meant.

8. Possibly Ŭ-hang is meant; the Ŭ-hang fishing harbor is in Ch'ongjin at approximately KB648235.

10. Comment. in May 1954 there were no regular guard forces at the Ch'ongjin station; railroad employees were responsible for watching the cargo.

11. Comment. the former double-track railroad from Sinuiju to Kaesong was single track, standard gauge in August 1954. Maju Choson of February 1954 stated that an express train was in operation between P'yongyang and Peiping.

Comment. in October 1954 the Kaesong-Sinuiju rail line was approximately half single and half double track. See this report for additional information.

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ATTACHMENT A

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TRAIN SCHEDULES, CH'ŬNGJIN STATION

ROUTE	DEPART	ARRIVE	DEPART	ARRIVE
P'yŏngyang-Ch'ŭngjin (Limited Express) ²	P'yŏngyang 9 a.m.	Kowŏn 5:20 p.m.	Kowŏn 5:35 p.m.	Ch'ŭngjin 11:23 p.m.
Ch'ŭngjin-P'yŏngyang (Limited Express)	Ch'ŭngjin 6:36 a.m.	Kowŏn 11:20 p.m.	Kowŏn 11:40	P'yŏngyang 9:05 a.m.
P'yŏngyang-Najin (N 42- 15, E 130-17) (JN0678)	P'yŏngyang 7:00 a.m.	Kowŏn 4:20 p.m.	Kowŏn 4:20 p.m.	Ch'ŭngjin 3:23 p.m.
Najin-P'yŏngyang (Local)	Ch'ŭngjin 11:23 a.m.	Kowŏn 9:30 a.m.	Kowŏn 9:50 a.m.	P'yŏngyang 6:45 p.m.
P'yŏngyang-Wŭnsan (Local)	P'yŏngyang 11:40 a.m.	Kowŏn 10:29 a.m.	Kowŏn 10:49 a.m.	Wŭnsan 11:40 a.m.
Wŭnsan-P'yŏngyang (Local)	Wŭnsan 11:50 a.m.	Kowŏn 1:20 p.m.	Kowŏn 1:50 p.m.	P'yŏngyang 11:50 p.m.
Wŭnsan-Pekkyŏ (Local)	Wŭnsan 2:40 p.m.	Kosan (N 38-51, E 127-26) (OS6401) 4:50 p.m.	Kosan 5:15 p.m.	Pekkyŏ time unknown
	9:40 a.m.	11:40 a.m.	12 noon	time unknown

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Comments:

- Limited express trains make fewer stops than the local trains.
- All times used through this report are Greenwich mean time.

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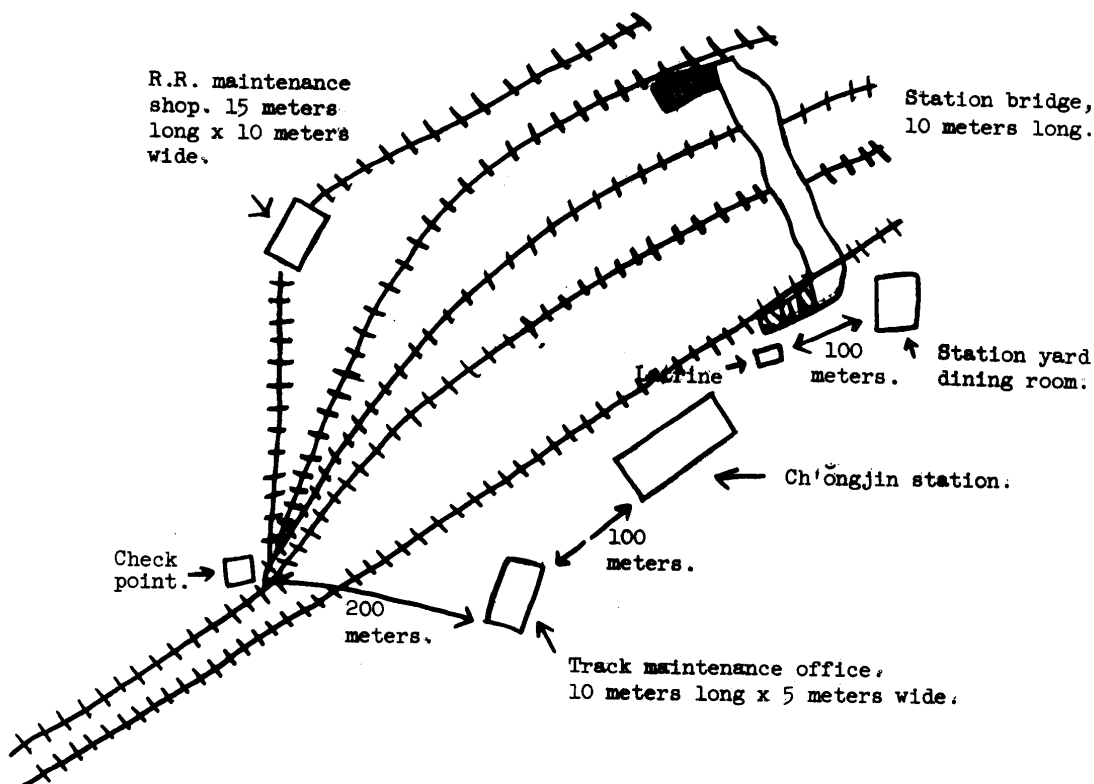
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ATTACHMENT B

SKETCH OF STATION YARD, CH'ÖNGJIN¹

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Comment. Tracks in the marshaling yard have been restored to the prewar level; the exact number is unknown,

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